

Commandant (CR)  
U.S. Coast Guard  
Washington 25, D.C.  
OFFICIAL BUSINESS

## THE COAST GUARD

# RESERVIST

CG 288



POSTAGE AND FEES PAID  
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## CHIEF, OFFICE OF RESERVE RADM THAYER New Flag Officer

Louis MacLane THAYER, Jr., was born on July 2, 1908, at Butte, Montana. After receiving a diploma from Helena High School (1926), he served in the Montana National Guard for two years.

He entered the U.S. Coast Guard Academy at New London, Conn., with an appointment as cadet on July 30, 1929, and was graduated and commissioned an Ensign on 15 May, 1933.

RADM THAYER served his earliest assignments on board the Cutters TAMPA and GALATEA of the Third Coast Guard District, New York. From December 1934 to November 1937, he served in the Cutter UNALGA which operated out of San Juan, P.R. After a tour of duty as assistant engineer officer in the Cutter MENDOTA of the Fifth District, Norfolk, he returned to the Cutter UNALGA as engineering officer in December 1939.

### WORLD WAR II

While remaining in the Caribbean throughout the first year of the United States' engagement in World War II, he advanced to executive officer and then to commanding officer of the Cutter UNALGA. From September 1942 to February 1944, he was Chief, Anti-Submarine Warfare School at the Coast Guard Training Station in St. Augustine, Fla.

After undergoing preparatory sessions at the Sub-Chaser Training Center in Miami and at the Coast

Guard Manhattan Beach Training Station in New York, he commanded the Destroyer Escort USS POOLE (DE-151) on trans-Atlantic convoy escort operations from May 1944 to May 1945. Designated Commander, Escort Division Twenty-Two at that time, he saw action in that capacity in both the Atlantic and Pacific theatres of operations until after the war, with the Destroyer Escort POOLE as his flagship. The then Commander THAYER was awarded the Navy Commendation Ribbon with Combat Distinguished Device for his services in the Atlantic.

### POST WAR

From December 1945 to February 1946, RADM THAYER was stationed with the Merchant Marine Hearing Unit in New York City, after which he was ordered to San Francisco as Senior Investigating Officer of the 12th Coast Guard District Merchant Marine Hearing Unit.

He was a student at the Armed Forces Staff College in Norfolk, Va., from December 1947 to July 1948. Transferred from there to Coast Guard Headquarters, Washington, D.C., he first served there under the Chief, Planning and Control Staff until June 1949, then as Chief, Training and Procurement Division until July 1953.

After undergoing training at the Merchant Marine Indoctrination School, located then at the Coast Guard Academy, for three months,



he was assigned duties in the Marine Inspection Office at Portland, Oregon. He became Chief of that office in April 1954, with additional duties of Captain-of-the-Port, Portland.

In June 1958, he became commanding officer of the Reserve Officers' Candidate School which at that time was located at the Coast Guard Academy. While there he was also an instructor, and conducted periodic examinations and training inspections at Maritime Administration Radar Schools in New York, New Orleans, and San Francisco, which had to have Coast Guard approval.

In July 1959, he placed into commission and became commanding officer of the U.S. Coast Guard Reserve Training Center at Yorktown,

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## RETIREMENT DATA

Under a revised system for the maintenance of reserve retirement points, instituted by Reserve Instruction No. 1-63, each member will receive an Annual or Terminal Statement of Retirement Points (Form CG-4175) shortly after the terminal date of his anniversary year. This form will furnish him the following information:

1. the number of years and months of satisfactory Federal service credited prior to the anniversary year reported,
2. the number of retirement points earned prior to the anniversary year reported by the various authorized methods,
3. the total number of points earned during the anniversary year reported, and
4. the adjusted total of retirement points credited for the anniversary year reported.

The "4175" will replace the copy of the old Point Record Card that was furnished annually. The advantage is that a Reservist will receive an annual statement of his progress toward eventual retirement with pay.



"This is New York — Elizabeth Anne GUILDERSON, YN1, a SPAR in the U. S. Coast Guard and "Miss Coast Guard of 1963," listens attentively as her escort, David MYERS, YN3, USCG, points out the attractiveness of the New York Skyline, Miss GUILDERSON was in New York to to preview plans for her stay there during Armed Forces Week, 11-19 May.

## SPANISH ACCENT ITALIAN PIZZA AMERICAN SHIP

Antonio Canevaro and Antonio Canasquillo were both born in Puerto Rico, but never met until this year.

Both grew upon the Island and became university students: Canevaro at the University of Puerto Rico and Canasquillo at Inter-American University. They passed each other countless times in Rio Piedras, a small university town, but never had the occasion to meet.

Last week, the two Tonies were eating pizza together on the Coast Guard Cutter UNIMAK, after completing 12 weeks of recruit training at the U.S. Coast Guard Receiving Center here.

"We'd seen each other around to Rio Piedras," Canevaro remembered with a trace of a Spanish accent, munching Italian pizza on an American ship," but the first time we met was at the Coast Guard Station in San Juan before we flew up here."

Arriving at the Cape May Training Center together, the two became members of recruit company FOX-TROT-51, which graduated recently. Both Reserves, Canevaro and Canasquillo will go on an advanced training cruise aboard the UNIMAK to complete the six months program. It was during an advance preview of their new sea-going home that they relaxed in the ship's galley, eating an unlikely Latin-American pizza.

Aboard the base, the two found no lack of countrymen in the hundreds of recruits.

"Two other boys from San Juan were in a company ahead of us," Canasquillo said. Even aboard the UNIMAK, James Aguayo of Summit Hills, Puerto Rico was on hand to greet the Tonies and show them the ship.

Why did they travel all the way to New Jersey, and become Coast Guard seamen recruits?

"We thought there would be more contact with the public in the Coast Guard," offered Canevaro. "We wanted to be doing something, helping people, so we went to the Coast Guard Base in San Juan and asked about."

Both Canevaro and Canasquillo intend to return to Puerto Rico and their homes after advanced training ends late this spring. Canevaro will return to the University of Puerto Rico to complete work in biological science, and Canasquillo to Inter-American University.

The world is full of willing people. Those willing to work, and those willing to let them.

## Travel Orders Revised

Personnel Instruction No. 10-63 provides for a streamlined method of issuing officer travel orders by referring to a standard list of commonly used instructions. The standard list of instructions has been issued as Enclosure (1) to PI 10-63. The revised system will reduce the clerical workload required in the preparation of orders and reduce the length of message orders. During the transition period, i.e. until personnel administrators become familiar with the new procedure, a copy of the standard list of instructions will accompany the original of all non-message officer transfer orders issued by Headquarters. A copy of the standard instructions will also accompany information copies of such orders sent to addressees who are not on the distribution list for PI 10-63.

### THAYER--Cont'd from page 1

Virginia. The facilities at Yorktown were formerly a Navy Mine Warfare School which were remodeled to Coast Guard specifications.

As head of the Reserve Center, RADM THAYER's responsibilities included supervision of the following schools which were transferred there from the site of the Coast Guard Academy in New London: (1) the Reserve Officers' Candidate School, which provides four months of courses for qualified civilians and enlisted personnel of the Armed Forces for commissions in the Coast Guard Reserve; (2) Merchant Marine Indoctrination School, where Merchant Marine Officers study for three months to become Coast Guard officers specializing in marine inspection work, and where Coast Guard officers are trained in merchant marine safety work; (3) the East Coast Direct Commission School, where men who were commissioned direct into the Coast Guard are indoctrinated in Service policy and functions, and are trained in leadership. RADM THAYER's responsibilities also included coordinating of plans for making Yorktown into a permanent east coast training center where Reservists can fulfill their annual two weeks of training duty.

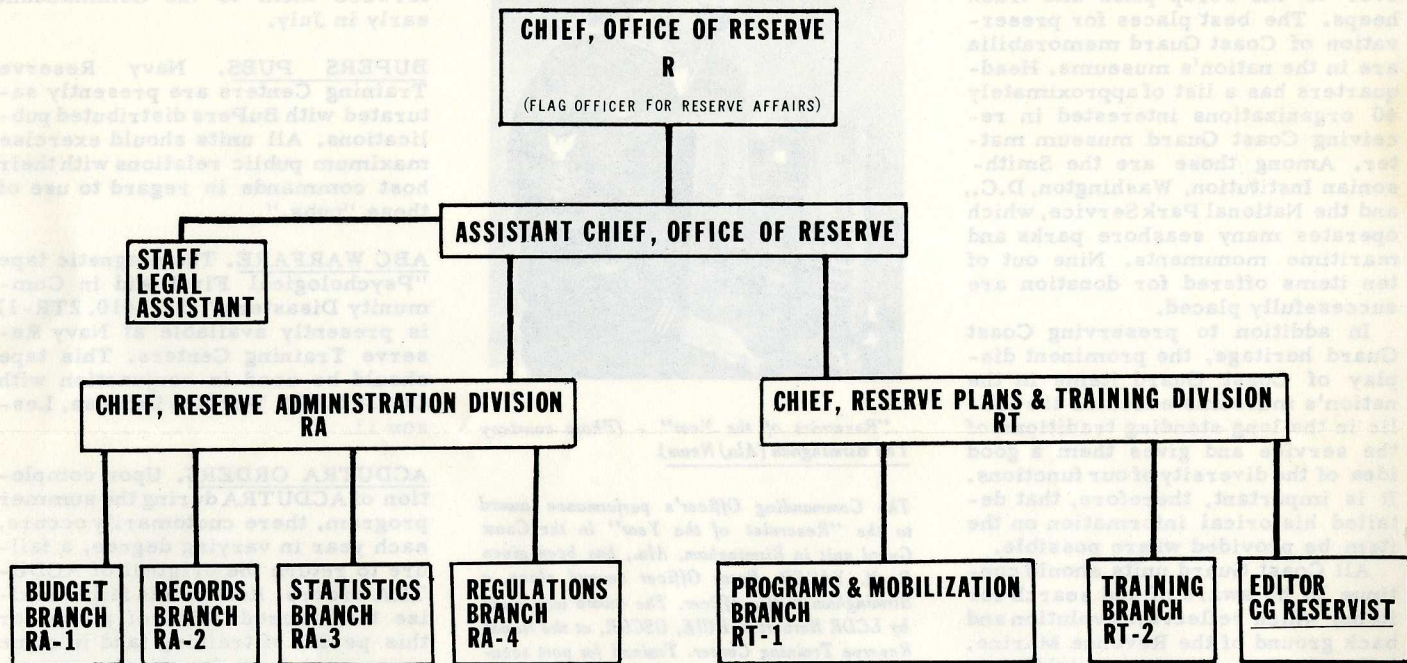
Detached from the Reserve Center in November 1961, then CAPT THAYER became Chief, Operations Division at the Fifth Coast Guard District office in Portsmouth, Va. While at that post he was appointed to the grade of Rear Admiral with approval of the President, and consent of the Senate on 15 March 1963; to rank as such from 1 March 1963.

RADM THAYER, on 8 April 1963, became the Chief of the newly established Office of Reserve in Headquarters. As Chief, Office of Reserve he will be the Flag Officer responsible for Reserve Affairs.



# OFFICE OF RESERVE

The diagram below illustrates the organization and chain-of-command of the recently established Office of Reserve at Headquarters.



## COMMANDANT, SCHOOL GIRL CO-STAR IN FREEDOM FILM

*(Adapted from Navy Times)*

Linda Emmers, a girl in the sixth grade in Patterson, N.J., is soon going to see herself in a movie, because of a question she asked the Commandant of the Coast Guard.

As a part of a project in American history, Linda wrote to ADM. Edwin J. ROLAND, asking him what, in his opinion, made America great.

His answer not only inspired Linda and her schoolmates but others too; and a movie short with sound, of the admiral and the little girl will soon be released by the Coast Guard for its units and to schools and civic organizations.

A photographer has already taken pictures of Linda and her class and others (at the Navy Photographic Center) have filmed the Commandant reading his letter.

Here is an excerpt from the Commandant's letter:

"Our country, Linda, is the greatest miracle of all time. It is a miracle born of the blood, the toil, the hopes and the sacrifices of generations of men and women who valued justice and freedom above all else. They were people who forsook the comforts of their native lands to follow the hard path of conscience. Against all odds, they built this great and shining monument that is known as America. That spirit still lives."

## "SHIP TO SHORE"

"Ship to Shore" is a weekly, "live," half-hour radio program sponsored by ORTUPS (0) 09-82642, Milwaukee, Wis. The program which is hosted by LTJG James R. WARD, USCGR, claims to be the only regularly scheduled "live" Armed Forces program in Wisconsin. It is now celebrating its fifth year on the air, and is broadcast on station WFOX.

Although some enlistments have resulted from the occasional recruiting "spots," the format is basically for information, and includes shipping and boating news, local and Lake Michigan weather reports, Coast Guard items, time checks, music, and casual humor.

The program is intended to entertain and inform the public of Coast Guard duties and to explain its position in the community. The program also lets the public know of Coast Guard activities not normally experienced on the Great Lakes.

The "live" programming has proved much more successful than the prerecorded sessions that are used when LTJG WARD is on his annual ACDUTRA. Broadcasting "live" allows a freshness of material and attitude.

Based on the letters and phone calls from listeners, this kind of public relations program both informs the public and reinforces the Coast Guard's relations with the community.

## CG ENTERS NASSAU RACE

Coast Guard naval engineers believe in using their own products.

Once again they have entered two models of their 30-foot plastic boat in the "world's most rugged race" - the Miami-Nassau Boat Race, and the Chief of the Naval Engineering Division, CAPT Gilbert F. SCHUMAKER "shipped on" as co-pilot in one of them.

The two boats have been slightly remodeled since their entry in the same race last year, and they have new engines.

CG-30489 was the first diesel-powered boat to finish, averaging 39.2 knots in this 164 nautical mile contest. Maximum speed achieved on the final 33 mile leg was 43 knots. CG-30490 finished in nineteenth position overall and was third in the diesel-powered category, after being delayed ten minutes in the Gulf Stream to correct a sea water cooling casualty.

The Coast Guard finished fifth in last year's race, with an average speed of 38.4 knots for the 164 miles.

The 30-footers were built at the Coast Guard Yard, Curtis Bay, Md. Officials said that the technical lessons learned in an actual test, competing against the best boats that other people can build, make it worthwhile to enter the race.

Last November RADM George H. MILLER, Comdr. 9th Coast Guard District, commended radio station WFOX for its support of the program.



## CG MUSEUM ITEMS

Historical items illustrative of life in or the accomplishments of the Coast Guard and its composite parts, are constantly being lost forever to the scrap piles and trash heaps. The best places for preservation of Coast Guard memorabilia are in the nation's museums. Headquarters has a list of approximately 40 organizations interested in receiving Coast Guard museum matter. Among those are the Smithsonian Institution, Washington, D.C., and the National Park Service, which operates many seashore parks and maritime monuments. Nine out of ten items offered for donation are successfully placed.

In addition to preserving Coast Guard heritage, the prominent display of Coast Guard items in the nation's museums educates the public in the long standing traditions of the service and gives them a good idea of the diversity of our functions. It is important, therefore, that detailed historical information on the item be provided where possible.

All Coast Guard units should continue to be aware of and search for items which reflect the evolution and back ground of the Revenue Marine, Life Saving Service, Lighthouse Service, Bureau of Marine Inspection and Navigation and the present day Coast Guard. Size is unimportant in determining whether an item is museum-worthy. In the past a place has been found for items ranging in size from newspaper clippings to an entire lightship. In general, items which signal the end or the beginning of an era are most sought after. Examples are breeches buoy gear or early model lanterns. Antiquated aids to navigation equipment are also very popular.

Present procedure is to withhold distribution until such time as the inventory of memorabilia is sufficiently large to warrant the mailing of a list of available materials to all museums. When the replies are received by Commandant (CPI), units holding the materials will receive shipping instructions. In most cases the donee is expected to defray the shipping costs.

When a particular item has no immediate historical value, the Commandant may direct that it be shipped to the Coast Guard YARD marked "For Coast Guard Museum Storage." Items handled in this manner will be stored in a special area provided by the YARD and saved for future use.

Individuals desiring to donate personal belongings having significance for the Coast Guard should be encouraged to inform Commandant (CPI). They should give as much description and historical background as possible. Commandant (CPI) will then attempt to locate a donee for the property.



"Reservist of the Year" - (Photo courtesy The Birmingham (Ala) News).

The Commanding Officer's performance award to the "Reservist of the Year" in the Coast Guard unit in Birmingham, Ala., has been given H. M. YAGER, Petty Officer second class, a Birmingham traffic officer. The award was made by LCDR Herbert M. HUIE, USCGR, at the Naval Reserve Training Center. Trained for port security, the unit would be rushed to a port in event of war.

## Officer Status

During the month of March 1963, the following officer personnel status changes occurred:

- a. Retirements:  
LT Horace E. WALSH  
(35640) - 3-13-63
- b. Discharges:  
LCDR Ernest H. PAPE  
(50192) - 3-13-63  
LT Donald H. CLARK  
(50095) - 3-13-63  
LT John F. O'CONNOR  
(41606) - 3-13-63  
LT Robert L. PARK  
(35744) - 3-13-63  
LT William TARVER  
(40862) - 3-13-63  
LTJG Earl L. BEHRNS  
(50210) - 3-13-63  
LTJG Louten R. HEDGPETH  
(60178) - 3-13-63
- c. Deaths:  
LCDR Dorothy J. BRANDES  
(90202) - 7-14-62

## SUCCESS

COMES IN CANS--

NOT CAN'TS

## REDDY RESERVIST remarks ..

FITNESS REPORTS. CO's are reminded that Annual Fitness Reports are due on 30 June 1963. Timely submission will make it possible to forward them to the Commandant early in July.

BUPERS PUBS. Navy Reserve Training Centers are presently saturated with BuPers distributed publications. All units should exercise maximum public relations with their host commands in regard to use of these "pubs."

ABC WARFARE. The magnetic tape "Psychological First Aid in Community Disasters" (12-3410.2TR-1) is presently available at Navy Reserve Training Centers. This tape should be used in conjunction with CG-342 ABC Warfare Defense, Lesson 11.

ACDUTRA ORDERS. Upon completion of ACDUTRA during the summer program, there customarily occurs, each year in varying degree, a failure to return the original of ACDUTRA orders. Reservists fail to realize that accreditation of points for this period of training (and in some cases pay) depends entirely upon return of the original of the orders. Make sure that the original of the orders with all endorsements completed is returned promptly to the District Commander (dcr).

DAMAGE CONTROL. ORTUAG's training Damage Controlman should schedule the new "Damage Control, Shipboard, Fire Fighting" films, series MN 6931 E, F, and G as soon as they become available at Navy Reserve Training Centers.

SAFE BOATING WEEK. The President has proclaimed the week of 30 June 1963 as National Safe Boating Week. Being introduced as a part of this year's promotion to emphasize water safety is "Flipper the Skipper," a dolphin with human characteristics on the same order as "Smokey the Bear."

## The Coast Guard RESERVIST

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All pictures used are official Coast Guard photographs unless otherwise designated.